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WHY SHOULD I BUY AN
AUTOMOBILE?

All your friends own automobiles—people with whom you associate most.

It raises the social standing of your family and gives great pleasure to your wife and children.

It is the greatest source of relaxation and comfort after a strenuous day's work.

Efficiency is largely a matter of saving time and nothing in the world will save time like an automobile.

It makes you independent of other forms of transportation.

It affords an opportunity to negotiate with business men, hold committee meetings, etc., away from the stress of detail and free from interruptions.

It broadens your mind by putting you in touch with more people of the better class.

You can meet appointments promptly by getting from point to point quickly with the smallest possible waste of time.

The most valuable thing you have for sale is time—a justifiable reason to buy an automobile.

The law of economy is one of the greatest laws in business. Economy of time, money and energy. A little money, relatively speaking, will buy and maintain an automobile, and it saves an immense amount of time and energy. The time and energy saved will more than pay for the car and you have the pleasure and comfort of the car thrown in.

The right to use an automobile enables you to make more calls, easier, work hard all day and feel fresh at night.

With an automobile you can reach bigger men, engaged in business affairs, and meet them on their own footing.



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spoils many a day's motoring—why not avoid using them except in emergency cases and have your punctures repaired PERMANENTLY with STEAM VULCANIZING EQUIPMENT by us?

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DISCUSS RULES FOR OPERATING FEDERAL AID ROAD ACT

Washington, Aug. 26.—Thirty-five states sent representatives to the August conference in Washington called by the secretary to discuss the rules and regulations for the operation of the federal aid road act.

Colorado, Delaware, Georgia, Missouri, New Hampshire, Nevada, North Dakota, Texas, Utah, Washington, Wisconsin, South Carolina and Wyoming were the thirteen states which were unrepresented. Of these, Georgia, Texas and South Carolina have yet to provide themselves with state highway departments in order to qualify for participation in the \$75,000,000 federal appropriation, to be expended in the next five years. Though Indiana also has to provide a state highway commission, Governor Ralston sent Carl G. Fisher to the conference as the Hoosier spokesman.

In the course of his address Secretary of Agriculture Houston said: "You highway officials represent the states. I represent the federal government. Together we are charged with the execution of very difficult and very important law."

"This law appeals to me as of especial importance, not so much because it carries with it out of the federal treasury an appropriation of \$85,000,000, not because it will be met by appropriation of \$75,000,000, or more out of the state funds, if all the states accept this act, but because as great as is the aggregate, it is relatively insignificant in comparison with amounts the states are now annually expending and will spend during the period covered by the act."

"The main question that I am immediately concerned with, that the people of the union are immediately concerned with, is whether we shall get a dollar's result for every dollar we expend for roads. I am quite sure that if we do so, and we can convince the people that we have done so, they will be willing to put much more money into good roads where they are needed. Therefore, the matter of administering this law, of devising good, road systems, of careful selection of roads, of formulating projects, of developing plans and specifications, of having all matters considered on their merit by competent men, seem to me to lie at the root of this business."

"If, as the result of this act, the people are induced fully to realize the necessity of placing skillful and experienced men in charge of road building and road maintenance, a great advance will have been made and the efforts of those who labored to secure the legislation will have been rewarded."

Unofficially, there were also present at the conference men prominent in the road movement and identified with leading organizations interested in the subject. Among these were Chairman George C. Diehl, of the good roads board, and Executive Chairman A. G. Batchelder, of the American Automobile association; John N. Goodell, of the American Highway association, and W. A. Alsford, of the Ohio Good Roads Federation.

It is rather significant as indicating the desire of the several states to have road connections with one another that are at the meeting of the American Association of State Highway Officials held the day previous to the conference it was unanimously adopted as the sentiment of the meeting that the joint federal and state funds should be expended upon the main roads.

Secretary Houston has borrowed

from the state of California its chief engineer, Austin E. Fletcher, to aid Director Logan Waller Page in a consulting capacity in the launching of the federal aid road work. Mr. Fletcher was chief engineer with the Massachusetts state highway commission for many years, following which he had charge of the building of the superb county road system of San Diego county, and has now nearly completed, as state engineer of California, the \$18,000,000 state highway system. The experience which he has thus gained in both eastern and western states is expected to prove invaluable to the government through giving to the federal officials a clearer insight into the matter from the standpoint of the states.

The Horse Still Here.

Though the sound of the auto is heard throughout the land and the scent of gasoline is wafted over mountains, plains, ordinary fields and city streets, and, though Americans are talking and thinking in terms of the automobile, the horse somehow seems to hold his footing. At the last convention of the Carriage Builders' National association it was said that there is little decline in the building of buggies and wagons. The same thing was said at the convention of the carriage builders last year.

It is strong testimony of the spreading prosperity and increasing wealth and comfort of the population of the country that notwithstanding the almost magical increase in number of motor-driven private vehicles the extension of electric traction lines and the drain made by Europe's purchases of horses, the horse not only holds his own, but continues to multiply.

The reasons, of course, are found in the extension of the delivery practice among American merchants in the country as well as in the city, and the increasing number of small farmers who find the horse serviceable in their business. Perhaps another reason may be that a large class of people who find the automobile useful in numerous ways still cherish the faithful horse and give him employment in driving and riding for sport and pleasure. Using their machines for speed and distance. The facts seem to be that though the doom of the horse was sounded several years ago and is still being sounded, the horse is still among us. —Washington Star.

Buying Horses By Mail.

Our horse-swapping friend, David Harum, will find little joy in the mail order horse trade. If you asked him to look at a photograph and read the description of some fine young Percheron, and then send his check to some man several hundred miles

away, he certainly would sniff. Yet the mail order traffic in live stock has been extended to horses. It began with poultry. It was easy to buy a setting of eggs or a young cockerel from some distant breeder. Then people began to buy and sell pigs and calves by mail, and the plan was found to work well. Now, says Bentley, of Colorado Agricultural College, "many reliable horse breeders are selling through description and satisfying customers, so if the purebred stock is outgrowing the local demand, it pays to advertise." —Farm Life.

INFERNAL MACHINE BLOWS UP CHINESE.

Hankow, China, Aug. 26.—Major General Shen, director of the Hankow powder works, and four of his associates were blown to pieces recently by an explosion of an infernal machine. A mysterious box was sent to General Wang at Wuchang. The general was suspicious of its appearance, and forwarded it to the powder works for its examination. He had many political enemies, and was afraid some of them were trying to kill him. Upon the arrival of the

box at the powder works, the director and his assistants made an examination of it with fatal results. The director's office was completely demolished. One wall was completely blown out, and all the occupants of the room were turned into small pieces.

When the baby is suffering the double affliction of hot weather and bowel disorders, the remedy needed is McGEES' BABY ELIXIR. It reduces the feverish condition, corrects the stomach and checks looseness of the bowels. Price 25c and 50c per bottle. Sold by Ringer Drug Co.

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IT'S the "little" things that make motoring a pleasure or a constant source of annoyance.

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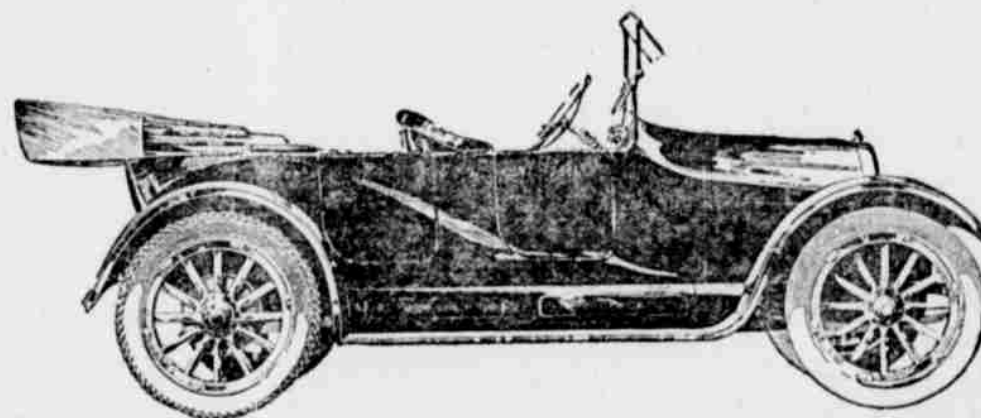
Does it have, as the Maxwell has, all these refinements, good appearance, an enviable reputation and an unequalled record for endurance and economy?

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Take this splendid new Overland, for instance. It costs only \$635. It's a beauty. Large enough for your whole family; easy to run; your son and daughter can do it: has a big, power-

ful 31½ horsepower motor and is as complete as the most expensive cars in the world.

Also it uses very little gasoline.

Bring your family in today and see this Overland. It's the greatest value of the year.

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